

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. Since 1950 the South Basin (Basen Poludniowy) [See Annex] was dredged to a depth of 10 m. and dredging operations were still in progress during June of 1952 in the southwestern corner of the basin. The wooden finger pier which extended north from the English quay and the two short breakwaters at the entrance to the basin were removed in 1951. The pier had been used by the shipyard as well as by the salvage service for its tugs.
2. With its marine railway installation, the Fisheries Shipyard (Stocznia Rybacka) primarily built and repaired wooden fishing cutters. Since the fall of 1951, however, steel fishing cutters, built by the Stocznia Polnocna at Gdansk, were brought to the shipyard for fitting out. This yard was under the administrative and operational control of the CZPO (Central Shipbuilding Administration).
3. [Redacted] the Stocznia Rybacka eventually was to take over all cutter building from the Stocznia Polnocna in Gdansk which would then concentrate on building and repairing trawlers and luggers only. It was further said that, when this program goes into effect, the Stocznia Rybacka would only build cutters and all repair work would be carried out by a new repair facility of Arka already under construction in Puck [5442N-1825E].

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4. While the yard is in general adequately supplied with materials necessary to carry out its mission, it suffers from a great shortage of welding electrodes which, however, is common to all shipyards in Poland. Electric power was supplied from the city power plant.
5. The shortage of skilled workers was at times very acute and, therefore, considerable time and effort were devoted to the training of apprentices. This apprentice training program, however, had failed to relieve measurably the shortage of skilled workers because many of the apprentices left upon completion of their training for places of work with higher pay and lower work norms.
6. A foreman in the shipyard machine shop, (fnu) Rezkowski, initiated the re-designing of 100 hp., Danish and Swedish semi-diesels for fishing cutters. Specifically, the lubrication system was improved. A prototype of this re-designed semi-diesel engine was built in the shipyard machine shop [redacted] 25X1
7. The Remontowa Obsluga Statkow (ROS) Shipyard only repaired and rebuilt merchant vessels; it was owned and operated by the Polish Ocean Lines, (Polska Linia Oceaniczna - POL). Since no drydock facilities were available, the repair work was restricted to work on interior and superstructure only. As far as the performance and quality of the work was concerned, the ROS Shipyard was considered one of the best in Gdynia primarily because of its excellent equipment and the continuous availability of the best materials. The yard received its electric power supply from the city power plant.
8. In addition to approximately 200 regularly employed workers, the ROS yard usually had available a pool of 20 to 50 merchant marine personnel, who were sent to the yard between trips, when changing ships, or after completion of shore training before assignment to sea duty. The director of the shipyard was Janusz Michalik, about 38 years old, a graduate of the maritime school where he held the position of political inspector. During 1949, he was the chief engineer of the BATORY. He was a convinced Communist, intelligent, a good organizer, and fast worker but not a very good engineer. The assistant Director (fnu) Nowak, was 31 years old, a shipbuilding technician, intelligent and very good in his job. Although a Party member, he was inclined to be anti-Communistic.
9. Vessels under repair between February and July 1952 were the:
 - MALYWOZ-A trawler, whose interior was being reconditioned.
 - PRACA-A 7,000 GRT-tanker, whose interior was being reconditioned.
 - TRYTON-An ex-German salvage vessel which was being rebuilt following salvage at Szczecin.
 - SZKWAL-A rescue vessel which was undergoing general repairs.
 - JEDNOSC ROBOCZNIA A 2,000 GRT-collier which was also undergoing general repairs.
10. The shipyard was equipped with two portal jib cranes of 7½ tn. lifting capacity.

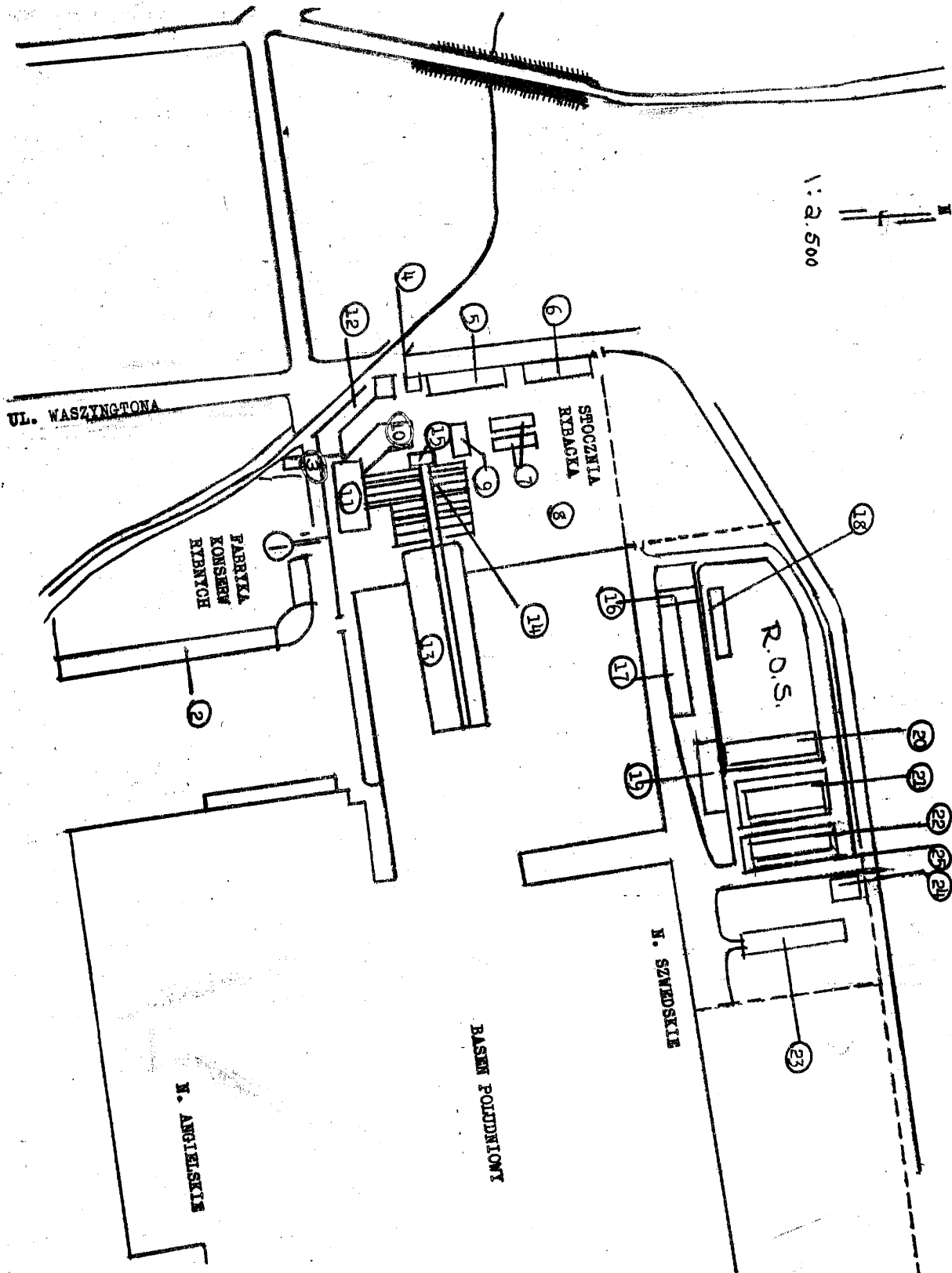
ANNEX:

Area Layout Sketch of South Basin, Port of Gdynia

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Area Layout Sketch of South Basin, Port of Gdynia



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ANNEX

LEGEND

Cannery

1. Entrance to cannery.
2. The main factory building of the cannery which belonged to the Polish fishing industry.
3. Entrance and guardhouse to fishing harbor.
- Fisheries Shipyard
4. Entrance and yard police guardhouse.
5. Yard administration and payroll office.
6. Yard director's office; Party and union offices.
7. Foundry and smithy. The foundry was equipped with a coke furnace, sand blaster and mold shop and was capable of handling only small jobs. Forge pieces were ordered from other yards or special foundry works.
8. Open lumber storage. Lumber was available in sufficient quantity; mostly pine, some oak, but very little teakwood.
9. Production control and project office.
10. The main carpenter shop. A two-story brick building, very well equipped with all necessary machinery including steam wood-bending machines and wood impregnating equipment.
11. New shipbuilding hall. A brick structure, 60 x 30 x 16 m. which was completed in July 1952. Steel cutters were to be built here.
12. A two-story brick building accommodating the following shops and offices: the main machine shop, the foremen's office, a design and project office, and the tool storage shop. The main machine shop was equipped with few but very good machine tools mostly of German origin.
13. Marine railway installation. This consisted of two rails imbedded in concrete, about 50 m. long.
14. Shipbuilding area. Transverse to the tracks of the marine railway installation were six to eight rails on either side; the rails were embedded in gravel on wooden ties. Ten to 12 cutters 27 m. long could be accommodated here for construction or repair.
15. Two electric winches. These winches worked over reduction gears and were capable of pulling one cutter at a time.

R.O.S. Shipyard

16. Ship carpenters' and upholstery shop.
17. Main mechanical workshop. This shop was very well equipped with modern machinery of Polish and German origin. It handled the repair of diesel and steam engines as well as electric motors. The shop manager's office was located here.
18. Storage building for ropes, cables, ship fittings, sails, canvas, compasses and other navigational equipment.
19. Blacksmiths' shop and small foundry as well as a hardening shop.
20. One-story brick building with small tower.
21. A one-story brick storage building, 8-10 m. high, for pipes, valves and electric cables.
22. A one-story brick building which was the main storage point for machine spare parts such as diesel and steam engines, electrical supplies, etc.
23. A one-story brick building 10 m. high for storing packings and gaskets, etc.
24. A one-story brick building, about eight meters high, for storing scrap.
25. Guardhouse.
26. Main entrance to shipyard.

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